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25X1A	PRIORITY 6	0			e <mark>2</mark> 8}	
	FOR COL		25X1A			
	1. MSN T344A WAS C	FF ON TIME A	and the ax	IN THE AR	EA OF	
	INTEREST WAS CONSIDER	ABLY BETTER	THAN BRIEF	ED. ALL	EQUIPMENT	
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	INDICATIONS AND POST	FLIGHT CHECK	S. THE ONL	y write u	P ON LANDING	3
	WAS SOME SLOPPINESS 1		T. THE ACFT			
	2. AS YOU PROBABLY	AWARE THIS	WAS TO THE	FIRST	MSN AND	25X1A
<u> </u>	HE DID A GOOD JOB UNI	ER THE CIRC	unstances.	DUE TO DI	FFICULT	
+ + + 1 +	AREA FOR NAVIGATION	AND SOME CLO	UD COVER OV	ER EXTREM	E EASTERN	
	END OF ROUTE PILOT TO					
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THEREFORE ONLY ONE FLIGHT LINE AND A SMALL PORTION OF
ANOTHER WAS NOT COVERED. WX AND NAVIGATION WAS GOOD OVER MOST
OF RENAINDER OF THE AREA AND THE COVERAGE WAS MUCH BETTER

FLOWN ON SECOND SORTIE.

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25X1A

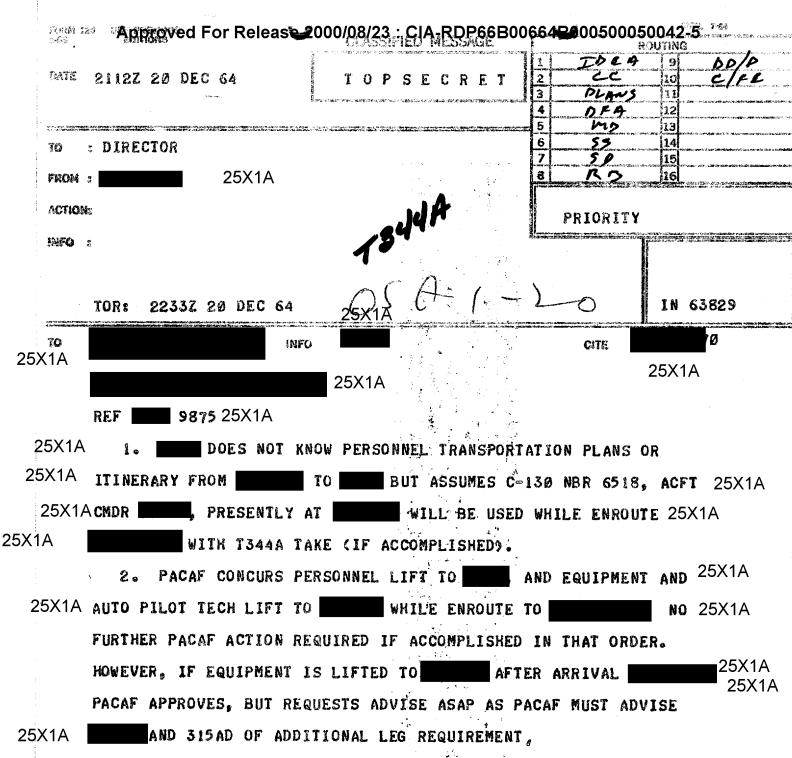
TOPSECRET

281 (IN 63821) PAGE TWO
THAN ANTICIPATED AT WX BRIEFING. PILOT ESTIMATES APPROX
70 TO 75 PER CENT COVERAGE. FEEL CONFIDENT IS GOING 25X1A
TO MAKE US A GOOD PILOT. 25X1A

3. BELIEVE THIS MSN SHOULD WRAP UP AND WE°LL BE BUSILY ENGAGED IN PACKING UP SUPPLIES AND EQUIPMENT ON 21 DEC UNLESS ADVISED OTHERWISE. WE PROPOSE TO DEPART ON C-130 AT 22/0230Z WITH ALL PERSONNEL EXCEPT 4 MAN CARETAKER TEAM.

PROPOSE TO LAUNCH FERRY FLIGHT TO AT 21/0130Z. 25X1A

4. ON BEHALF OF ENTIRE DET WISH TO EXPRESS OUR SINCERE
APPRECIATION FOR THE OBVIOUS EFFORTS MADE ON PART OF YOURSELF
AND STAFF TO RETURN PERSONNEL HOME BEFORE XMAS.



## Approved For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5

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25X1A

25X1A

- A. TSAAA
- 8. 42/06/38/20
- G. 119/180/25/17
  - (1) 9R 9J-46-4000/32-28-30-5-4/9L 9J-45-4000/14-17-6-4
  - (2) 15/07/10/156/MINUS BLUE EXT.
  - (5) 1970/1970
  - (A) V-200455Z/STBY-280334Z/OFF-200755Z
  - (5) 25X1A
  - (6) 35/3
  - (7) 79713/31503
  - (8) 75 PER CENT CLEAR/LIGHT 16 PER CENT MODERATE
  - (9) NONE/SATISFACTORY
- D. NO APPARENT DISCREPANCY

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# Approved For Release 2000/08/23 : CIA-RDP66B00664 000500050042-5 teach do best sa DIPACTOR 25X1A T344A 開開 网络锡兰亚 25X1A T344A 25X1A ROUZE SUMMARY: 0455A ON PT C ON 05532 PT O PLUS 60 SEE REMARKS BELOW 0622Z 26252 PT P PLUS 8 ON PT @ PLUS 96 08 8644Z 37062 PT U PLUS 8 ON X KINUS 34 ON 07332 07552 OFF PT Z DRIVER BELIEVES HE TURNED SHORT AT J PRIME AND MISSED BELIEVES HE

据的规范数

25X1A

D. DRIVER BELIEVES ME TURNED SHORT AT J PRIME AND MISSED

FLT LINE K TO L, W TO N AND ONE HALF OF Q TO P. BELIEVES HE

WAS BACK ON TRACK AT Q PLUS 60. THIS WAS DUE TO VERY DIFFICULT

AREA FOR MAVIGATION AND CLOUD COVER OVER PORTION OF THIS AREA.

END OF MESSAGE

Approved For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5

- DEDUCATION BY CYCLED THAT THE ARTHUR ACRES IS DOMINED - REVIEW

, Approved For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5 176462 至于 326 64 PEPECTOR 25X1A ROUTINE 4010000 120 : IN 63524 25X1A 25X1A A. 1344A B. 359 C. 20 DEC, 6 PLUS 25 D. RWMARK 3, 39, 33, 34 E. AUTOPILOT SLOPPY F. NONE C. HOME END OF MESSAGE

Approved For Release 2000/08/23 RCIA-RDP66B00664R000500050042-5

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270.0.0.0.0.0			<u>,</u>	Seminar de de la composição de la compos	16
FROM :	25X1A			Commission to commission of the property of the second of	And the state of t
ACTION:			A	PRIORITY	
INFO :		_1	WH	্ত্ৰিক প্ৰকাশ কৰা কৰা কৰা কৰা কৰা কৰিছে। কৰা কৰা কৰা কৰা কৰা কৰা কৰিছে কৰিছে কৰিছে কৰিছে কৰিছে কৰিছে কৰিছে কৰিছ বিশ্ব প্ৰকাশ কৰিছে কৰা কৰা কৰিছে কৰা কৰিছে ক বিশ্ব কৰিছে কৰিছে কৰিছে কৰা কৰিছে কৰিছ	egge oppreten gelen state op de een de een verste verste opgevaar op de een de een de een de een de een de een Verste gelen de een de een Lookselle, de een d Lookselle, de een de
		13'	MA	2. West of 1.0 and 2.7	IN 63821
-	TOR: 1733Z 20 DEC 64	25X1A		10 CIL 25	(11A)
.25X1	PRIORITY IIII	est principales en vanis en mente en		gra quarrente — mino qua <b>ministra</b> con conserva en cuencia como activamente e con <mark>Timbo</mark> de Carlos de Ca	81

25X1A

- 1. MSN 1344A WAS OFF ON TIME AND THE WX IN THE AREA OF
  INTEREST WAS CONSIDERABLY BETTER THAN BRIEFED. ALL EQUIPMENT
  OPERATED SATISFACTORY SO FAR AS CAN BE DETERMINED BY PILOT
  INDICATIONS AND POST FLIGHT CHECKS. THE ONLY WRITE UP ON LANDING
  WAS SOME SLOPPINESS IN AUTO PILOT. THE ACFT IS IN COMMISSION.
- 2. AS YOU PROBABLY AWARE THIS WAS STIRST MSN AND 25X1A

  HE DID A GOOD JOB UNDER THE CIRCUMSTANCES. DUE TO DIFFICULT

  AREA FOR NAVIGATION AND SOME CLOUD COVER OVER EXTREME EASTERN

  END OF ROUTE PILOT TURNED SHORT OF POINT K AND FLT LINES K

  TO L, M TO N AND APPROX ONE THIRD OF O TO P WAS NOT COVERED

  AS BRIEFED. FORTUNATELY K TO L WAS COVERED ON ROUTE 25X1A

  FLOWN ON SECOND SORTIE.

THEREFORE ONLY ONE FLIGHT LINE AND A SMALL PORTION OF ANOTHER WAS NOT COVERED. WX AND NAVIGATION WAS GOOD OVER MOST OF REMAINDER OF THE AREA AND THE COVERAGE WAS MUCH BETTER

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TOPSECRET

THAN ANTICIPATED AT WX BRIEFING. PILOT ESTIMATES APPROX

70 TO 75 PER CENT COVERAGE. FEEL CONFIDENT IS GOING 25X1A

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25X1D Approved For Release 2000/08/23 : CIA-RDP66B00664R000500050042-5

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TORBE TO DEG 64

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om izetz **eg deu 64** 

25X1A

Of SHARK

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278

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国家广复

.. 7344A

25X1A

20/09552

C. 166/6 PLUS 89

THE THE SUCCESSFUL. NAV GOOD, SEATHER BEITER THAN BRIEFED.

THE IS SOUTH OF SMALL TOWN AT THIS LOCATION. PROBABLE WILLTARY

INSTALLATION AT GYANGTSE 2858N 3932E. POSSIBLE DIRT LANDING STRIP

REMAINS NW-SE 5000 FT LONG 300 FT WIDE AT 2853N 8939E. HEAVY

GRADING CONSTRUCTION IN PROGRESS 2-5 WILLS NORTH OF LHASA. APPEARS

TO BE HUSE CANAL SYSTEM BUT DRVR UNCERTAIN. POSSIBLE AIRFIELD

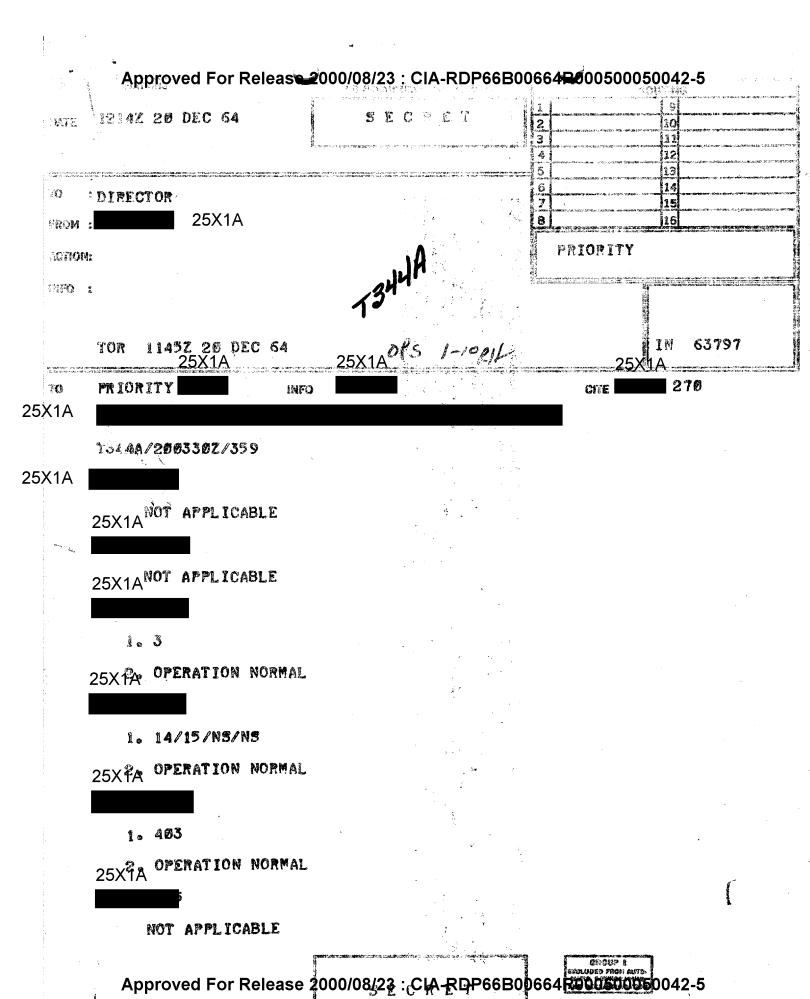
WITH TWO RUNWAYS OF 8000 TO 10,600 FT LENGTH AT 3026N 9103E. NO

ACET OBSERVED.

END OF MESSAGE

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The real of the states that the usuma coffee is be



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25X1A

SECPET



IN 63797

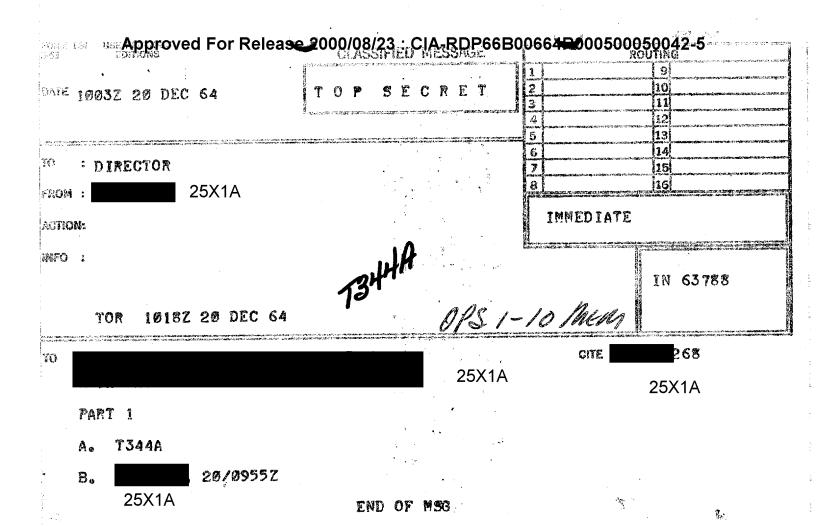
PAGE TWO

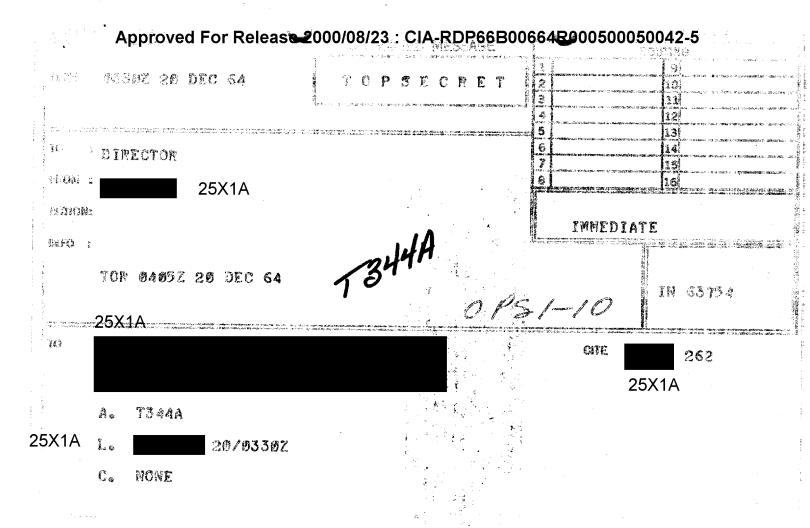
NOT APPLICABLE

RADIO AND NAVAIDS:

25X1A OPERATION NORMAL

OPERATION NORMAL





END OF MSG

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